



The China Mail

ESTABLISHED 1845

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CENTRAL

No. 15,039.

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HONGKONG, FRIDAY, JULY 7, 1911.

日二十一月大年三

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A. J. Hughes, Esq., Secretary.
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A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies Acts, England.
Insurances in Force \$37,855,885.00.
Assets 8,415,250.00.
Income for Year 3,664,559.00.
Insurance Fund 8,216,812.00.

LEFFERTS KNX, Esq., Hongkong,
District Manager. Canton.
B. W. TAPE, Esq., Macao and the
District Secretary. Philippines.
Alexandra Building.

C. Lawder, Esq.—Inspector, Hongkong.
ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.—C. J. Lafrentz, Esq.
Hongkong, November 16 1909. 1424.

HONGKONG SHIPPING.
Some Interesting Figures.

Below we give some further information
extracted from the annual report of the
Harbour Master of Hongkong for 1910.
Of ships of European construction, 4,276
ocean steamers, 8 sailing ships, 3,910 river
steamers, and 1,589 steamships not exceeding
60 tons entered during the year, giving
a daily average entry of 267 ships, as com-
pared with 256 in 1909 and 268 in 1908.

The average tonnage of individual ocean
vessels entering the port has once more
increased—from 2,390.4 tons to 2,457.3
tons. That of British ships has increased
(2,344.5 tons as against 2,494 tons) while
that of Foreign ships has increased from
2,205.3 tons to 2,324.1 tons.

During the past 20 years, the average
tonnage of ocean vessels has increased from
1,173 tons to 2,447.3 tons.

The average tonnage of river steamers
entered during the year has again decreased
from 620.6 tons to 602.1 tons. That of
British river steamers has decreased from
840.4 tons to 617 tons, and that of foreign
river steamers from 580.1 tons to 529 tons.

British river steamers have recovered
from the large decrease shown in 1909, and
have added considerably to number to the
figures for 1910, though the tonnage does
not come up to that for the earlier year.

The increase shown over the figures for
1909—703 ships of 298,319 tons, or 12.1 per
cent. in number, and 8 per cent. in tonnage—

is due to the fact that the large Canton
river steamers have made more trips; that
some of the small steamers have been trans-
ferred from the West River to the Canton
run, and so run more frequently, and that
many of the smaller steamers have made
periodical excursion runs to ports other than
their usual one, while continuing to ply
regularly on their usual runs.

Foreign river steamers have decreased
by 36 ships, or 2.8 per cent., this is accounted
for by the laying up for some four months
of a Portuguese river steamer, the *Sal*
Chaves, which previously plied regularly.

The 305 British ships carried 8,821
British officers and 20 Foreign officers, the
latter consisting of 14 U.S.A., 4 Nor-
wegian, 1 Dutch, and 1 German. Thus,
the proportion of Foreign officers serving in
British ships was 0.64 per cent., comprising
4 nationalities, an increase of 0.13 per
cent. with an increase in number of officers
and of ships.

The 302 Foreign ships carried 2,882
officers, of whom 144 were British. Thus,
0.5 per cent. of the officers serving in
British vessels were of British nationality,
an increase of 0.1 per cent. with an increase
in the number of officers and ships.

Business Notices.

W. S. BAILEY & Co., Ltd.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.

ONE STEAM LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

THE NESTLÉ & ANGLO-SWISS
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MILKMAID
BRAND

Full Cream Milk.

LARGEST SALE
IN THE
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as a guarantee of Quality.

SEE THE
Milkmaid
ON EVERY TIN.

Hongkong, December 1, 1910.

HONGKONG, FRIDAY, JULY 7, 1911.

Business Notices.

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HONGKONG.

SOLE AGENTS FOR
THE BELDAM PACKING & RUBBER COMPANY,
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Contractors to the Admiralty and Leading Shipping Companies.

Sole Patents and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sceptre Packing,
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Delicately Perfumed. Half Pint Bottles, 60 cents.

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COGNAC V.O.P. \$22.50 per case incl. duty.

COGNAC. \$16.00. " " "

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Hongkong, July 7, 1911.

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JEWELLERS, WATCHMAKERS AND OPTICIANS.

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HIGH CLASS JADE AND CHINESE-MADE

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PARTICULARS AND RATES on application to MANAGER.

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Hongkong, October 3, 1908.

N. BLUMENTHAL Manager.

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ENTIRELY under European management. Situated in the most central

and airy rooms. Luxuriously furnished. Electric Light and Fans throughout.

Every arrangement of the latest pattern.

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Hongkong, November 10, 1908.

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DOW'S VINTAGE 1890.

CALDBECK'S VINTAGE 1896.

DOW'S FOUR CROWN.

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CALDBECK, MACGREGOR & CO.

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FAY & BOWEN Kerosine engines and lighting sets.

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Hongkong, June 13, 1911.

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BY

W. D. McCracken, M.A., C.S.E.

Member of the Christian Science

Board of Lectureship,

Boston, U.S.A.

JULY 20th, 1911.

AT 6 P.M.

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ADMISSION: FREE.

Hongkong, July 6, 1911.

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DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
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MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1911. 1788

FOR THE HOT SEASON!!!

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REASONABLE PRICES

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WHITE ANTS.

AVENARIUS CARBOLINEUM
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THE ONLY EFFECTIVE AND
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all Functional Derangements of the Liver, Bowels, Skin, and Kidneys or Natural Means; thus the blood is freed from poisons or other hurtful matter, the foundation and great danger of Chills, Fever, Ulcers, Blood Diseases, &c. The 'Fruit Salt' is a safe and effective remedy in cases of a disease; it has, innumerable instances, prevented a serious illness.

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MANILA: Messrs Macoudray & Co.
SINGAPORE: Messrs Borneo Co. Ltd.

For particulars, apply to

Y. SHIBUYA,
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No. 2, PEDDER STREET,
HONGKONG.

Hongkong, April 29, 1911. 818

GEO. FENWICK & CO. LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Hongkong Hotel at 12 Noon on SATURDAY, the 8th day of July, when the following resolutions which were passed at the Extraordinary General Meeting of the Company held on the 17th day of June, 1911, will be submitted for confirmation as special resolutions:—

1. That Geo. Fenwick & Co., Ltd., be wound up voluntarily.

2. That the partners in the firm of Messrs Percy Smith, Seth and Fleming, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

By Order of the Board of Directors,

JOHN I. ANDREW,
General Manager.

Hongkong, June 30, 1911. 800

Have you tried our

CORNED BEEF,

CORNED PORK,

BEEF SAUSAGES

AND PORK SAUSAGES.

Send us your trial orders. We
guarantee entire satisfaction.

THE DAIRY FARM CO. LTD.

Hongkong, November 12, 1910. 68

Popular—

ASAHI BEER



OBTAINABLE EVERYWHERE

SOLE AGENTS.

MITSUI BUSSAN KAISHA

Hongkong, December 17, 1910. 1622

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HATS, GLOVES, EMBROIDERY,

BLOUSES, SHOES, HABERDASHERY,

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We Give the Best Value

THE DRAPERY EMPORIUM

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Near D'Aguilar St.

Telephone, No. 987.

Hongkong, April 15, 1911. 540

THE CHINA MAIL.

DISINFECTION IN PORTUGAL

Some Drastic Measures.

Popularity in regard to the political situation is still the dominant feeling here, writes the Standard's Sports correspondent. The shopkeepers are complaining, as they have been for some time, that there is no business being done, and many express their dissatisfaction with the present state of the country for this reason, attributing their undoubtedly unhappy position to the present form of Government.

The Government, on their side, continue to take steps to prevent the spread of alarming reports, and have made several arrests, although in most cases the prisoners have been released after being interrogated by the police. But more drastic still are the orders which have been issued to shipping agents not to accept any Portuguese passengers going north without passports, in order to prevent their joining the plotters in Spain or increasing the feeling of unrest now existing by emigrating.

In connection with the reported Monarchist plots, a certain amount of attention has been turned to Viana, a small port about 40 miles north of Oporto where arms are supposed to have been smuggled into the country, owing to the publication of a letter from the Civil Governor explaining that the reason of his resignation was that the military commander of the district had refused to place at his orders sufficient troops to effect the capture of some conspirators in the neighbourhood. The sudden and unexplained death of two Monarchist officers has also given rise to a good deal of comment there, and it is suggested that there may have been foul play.

As a further proof of the inability, or unwillingness, of the Provisional Government to enforce law and order, I may mention the fact that in the case of a strike in Oporto, but recently terminated, of all riverside workers, the employers had to give way to the demands of the men almost solely on account of the absence of police protection for their property. For this I can vouch as I happened to be a witness of the extraordinary spectacle of men boarding lighters, letting go anchors, and cutting tow ropes, to prevent the craft being moved. This was in full view of troops told off to guard property, without the slightest protest on their part.

"FREE" ELECTIONS.

A good deal of importance has been attached by the Republicans to the elections, which took place yesterday, as they hope that the Republic will be formally recognised by foreign Powers on the convocation of the Constituent Assembly next month, and they tried without success, at any rate in the north, to raise some kind of enthusiasm among the voters. It may be well to remember, however, that the conditions under which these elections were held were quite abnormal. For an Englishman accurately to comprehend what the actual situation was when the "elections" took place, let him suppose that England is, say, under a Socialist Government; that the Conservative leaders are prevented from taking any active part in politics; that the Opposition newspaper offices have been sacked, or the papers suppressed for successfully defending themselves against the attacks of the populace, connived at by the authorities; that the Lord Chancellor, together with three judges of the High Court of Justice, have been "transferred" to some British dependency, after having been openly threatened by the Home Secretary with this penalty in case they decided to abdicate a former Prime Minister against the wishes of the Government; that the right of meeting has denied any one holding opposite views to the Government; and that many Conservative voters have been struck off the register. Then he may get a fairly true idea of the real significance of the "elections" in Portugal.

It is hardly necessary to say that Monarchists under these conditions totally abstained from voting at these "free elections," and it is instructive to read in this evening's newspaper letter from Republicans voting protesting against the illegal practices resorted to. Many are the people who were disillusioned by the fiasco of yesterday's "free elections."

The elections passed off peacefully without even a suspicion of riot or disturbance of any kind. This morning's *Secular* contains a conspicuous announcement to the effect that "the country has only elected anti-Monarchical candidates." This is hardly surprising in view of the fact that there were no Monarchists in the election lists—a source of disappointment to the Republicans.

The candidates returned for Lisbon include Senhor Theophilo Braga, President of the Provisional Government; Senhor Afonso Costa, Minister of Justice; Senhor Bernardino Machado, Minister of Foreign Affairs; Senhor António d'Almeida, Minister of the Interior; Senhor Armando Gómez, Minister of Marine; and Senhor António Lobo, who was appointed as possible Foreign Minister to Great Britain. Among the candidates was Senhor Bulhão Pato, who is regarded as the national poet of Portugal.

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Hongkong, April 15, 1911. 540

THE NEW FRENCH CABINET

The new French Cabinet has been

constituted as follows:—

President of the Council—M. Clemenceau.

Justice—M. Grappin.

Foreign Affairs—M. Delcassé.

Chancellor of the Exchequer—M. Blot.

Minister for War—M. Massémy.

Minister of Marine—M. Delcassé.

Minister of Education—M. Steyer.

Minister of Public Works—M. Agutte.

Minister of Commerce—M. Ossye.

Minister of Agriculture—M. Pflim.

Minister for the Colonies—M. Le Brun.

Minister of Works—M. Poincaré.

Hongkong, September 4, 1911. 1124

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THE CHINA MAIL

RAILWAY SOUVENIR

Price 10 cents

THE CHINA MAIL

ILLUSTRATED SOUVENIR

of the British Section of the

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Containing Photographic Illustrations of

the magnificence scenery through which the line runs, a brief history of the project, an

outline of the work accomplished, etc.

JUST THE THING TO SEND HOME

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PROPRIETORS
"To-Kwa-Wai" Coal Storage.
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A1. TELEGRAPHIC CODE
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Teleg. Add.
"NICHOLAS" HOUSE.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, for account of the concerned,

SATURDAY,

the 8th July, 1911, at 10.30 A.M., at their
SALEROOM, No. 8, DES VŒUX ROAD,
Corner of Ice House Street—

A QUANTITY OF

MISCELLANEOUS GOODS,

Comprising—
Turkish Towels, Bath Towels, Pillows
Cases, Sheets, Hand-embroidered, Bed-
spreads, Lace Curtains, Damask Table
Cloths and Serviettes, Ladies' Night-
dresses, Chemises, Knickers, and Sundry
Household Linens, &c., E.P. on Nickel
Silver Table Plate and Cutlery, E.P.
Ware, Enamelled Ware, Table Glassware,
Toilet Sets, Travelling Trunks, Copying
Press, Fancy Goods, &c., &c.:

One Gold Filled Repeater Watch, One
Silver Chronograph Watch, One Prismoid
Binoculars in Case;

And
SUNDY HOUSEHOLD FURNITURE
Tamm—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, July 1, 1911.

866

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Surgeon Dentist
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.

NO WO & CO., LTD.

GOLD & SILVER JEWELLERY

MADE TO ORDER.

SILK Goods, Chinese Embroidery and
Cotton Cloth, Silk and Linen
Dress Pieces, Ivory and
Jadestone Curios.

37, QUEEN'S ROAD CENTRAL,
Hongkong, January 19, 1911.

868

WEEKLY NEWS

FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE

Order before you leave so you may receive
it while at Home.

Price \$14 per annum including postage.

THE CHINA MAIL, LTD.

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for the ultimate repayment of principal, es-
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2. Possibility of Premiums, the smallest
amount and largest ever on your outlay, ob-
tained by the most judicious and safe method.

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PREMIUM BONDS

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WHAT ARE THESE BONDS?

They are high-class and absolutely safe
securities payable to bearer issued by the
Government and Municipal Government.

They are redeemable at par and
pay interest quarterly with Capital Premiums.

They are the best Bonds in the world.

We are the largest Dealers in the world.

WEBSITE: GILYON & CO., LTD.

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GEO. P. LAMMERT
AUCTIONEER.

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction,

on

MONDAY,

the 10th June, 1911, commencing at

2.30 A.M., at his Sales Rooms,

DUDDELL STREET,

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

Tapestry Covered Drawing Room Suite,

Teak Overmantels, Brass Fenders, Lace

Curtains, Carpets, etc., etc.

Extensive Dining Table, Sideboards with

Bevelled Mirrors, Dinner Wagons, Book-

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Brass Mounted Bedsteads, Wardrobes with

Bevelled Mirrors, Marble-top Wash-

stands, Dressing Tables, etc., etc.

Also

Two Underwood Typewriters.

One Remington Typewriter.

Two Oliver Typewriters.

TERMS—Cash on delivery.

On View from Saturday, the 8th July.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, July 4, 1911.

875

PUBLIC AUCTION

MR GEO. P. LAMMERT has received

instructions to sell by Public

Auction

on

MONDAY,

the 10th day of July, 1911, at 3 o'clock

in the afternoon at his Sales Rooms in

Duddell Street, Victoria, Hongkong.

The following

VERY VALUABLE LEASEHOLD

PROPERTY

situate at Tok-wan-wan in the Dependency

of Kowloon in the Colony of Hongkong.

Viz.—

All that piece or parcel of ground situate

at Tok-wan-wan, aforesaid, and registered in

the Land Office as Kowloon Marine Lot

No. 85. Together with all the buildings

thereon. Area over 140,000 Square feet.

Term 75 years from the 31st day of Octo-

ber, 1904. Renewal for one further term

of 75 years. Annual Crown Rent \$804.00.

For further Particulars and Conditions of Sale apply to

JOHNSON, STOKES & MAYER,
Solicitors for the Vendor

or to

MR GEO. P. LAMMERT,
The Auctioneer.

Hongkong, June 30, 1911.

856

MILNERS'

SAFES

AS SUPPLIED TO THE

PRINCIPAL BANKS

AND

BUSINESS HOUSES.

GEO. P. LAMMERT,
Agent.

Hongkong, May 20, 1911.

856

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 4.45 p.m. Every 15 minutes.

4.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9.00 p.m. to 11.30 p.m.
every 15 minutes.

WANTED IMMEDIATELY.

SHIP'S SURGEON.

Apply to

ENG-HOK FONG S.S. CO.,

37, Des Vœux Road Central.

Hongkong, July 6, 1911.

857

NOTICE.

NOTICE IS HEREBY GIVEN that the

interest and responsibility of Messrs

ADOLF HEINRICH ERNST SCHULDIT

and SCHAELTO SWAITH in the Firm of

SCHULDIT AND COMPANY in Hong-

kong and Canton has ceased by mutual

consent as from the 1st day of May

1911, and that Mr GEORG WILHELM

GUSTAV HARLING continues the busi-

ness from that date upon his own account

and upon his sole responsibility.

SCHULDIT & CO.

Hongkong, July 5, 1911.

858

NOTICE.

NOTICE IS HEREBY GIVEN that the

interest and responsibility of Mr.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, June 14, 1911.

737

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use

of Gentlemen, can be had at this Office.

Found by Bidders to be of great use and

convenience.

Price..... 30 Cents

CHINA MAIL OFFICE, 8 Wyndham Street.

858

BURRONGUS and WATTS

BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMMERT.

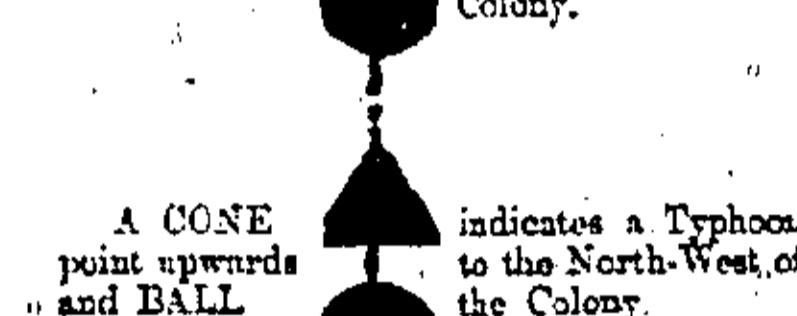
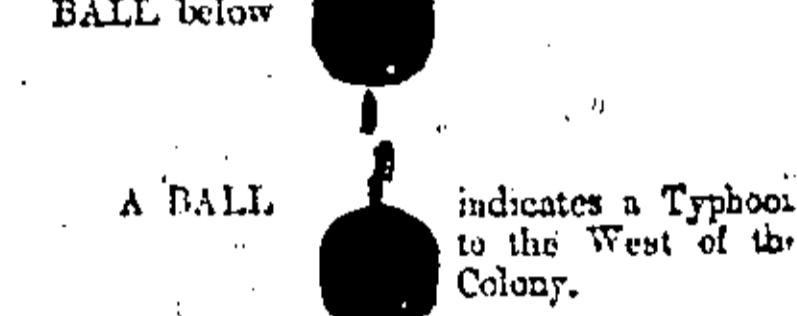
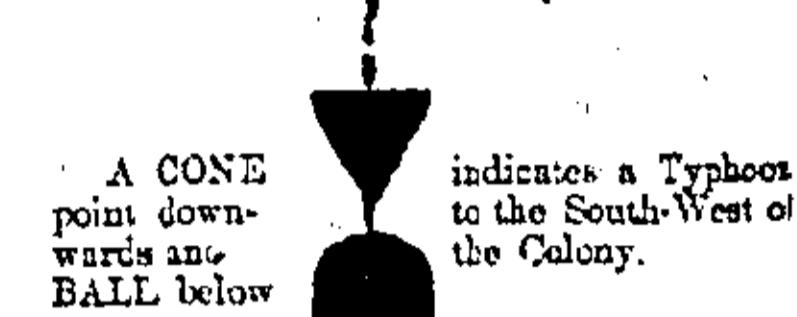
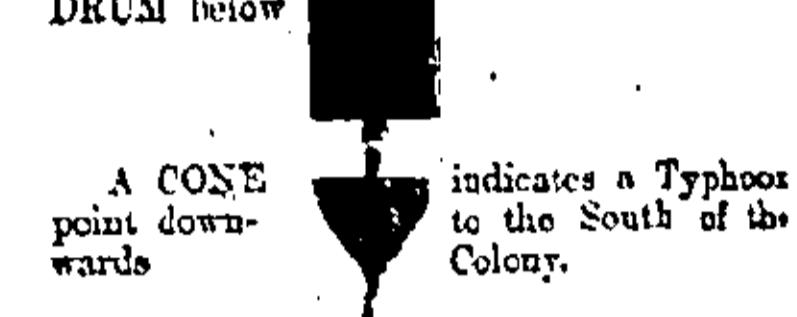
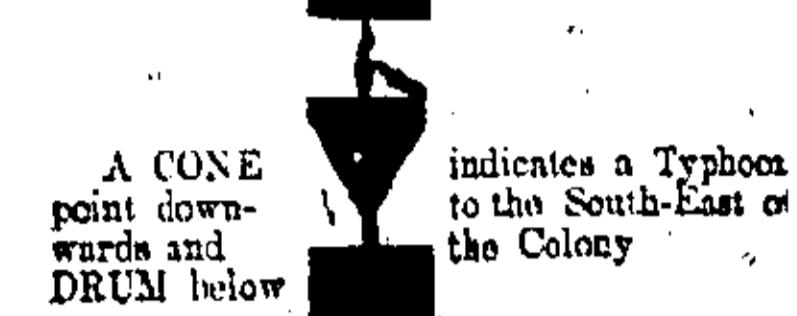
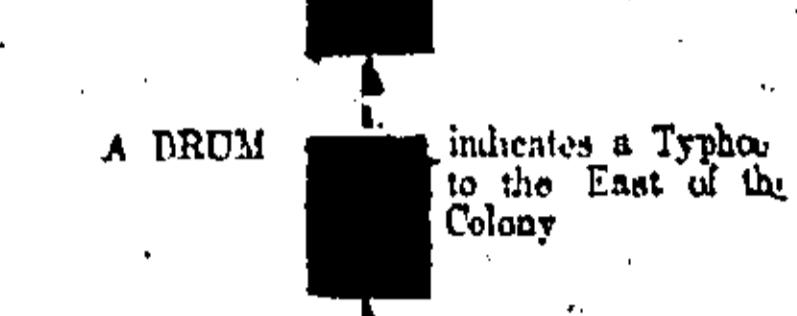
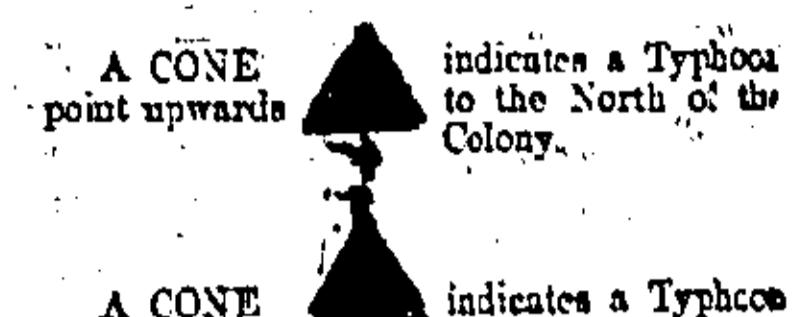
Hongkong, June 1, 1911.

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TYphoon Signals.

STORM-WARNINGS ISSUE FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. *Aman*, and Green Island signal mast.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

Urgent Signals.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:-

URGENT SIGNALS.

Three Explosive Bombs at intervals of ten seconds.

A Black Cross will be hoisted at the same time, superior to the other shapes.

Night Signals.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H. M. S. *Tamar*.

III. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, where necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

GAP ROCK, Aberdeen.

WAGLAN, San Ki Wan.

STANLEY, Sai Kung.

CAPE COLLINSON, Sha Tau Po.

TAI P.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is issued in the Harbour.

Further details can always be given to One Year's, on demand, by signal, from the light houses.

F. G. FOO, Director.

Hotels

THE STATION HOTEL,

NATHAN ROAD,

KOWLOON.

ELECTRIC LIGHT AND FANS

Bath-Room to Each Room.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.

BILLIARD ROOM.

PRIVATE DINING ROOM.

EXCELLENT CUISINE.

TEL. NO. K120. Tel. Address "TEMPOLE".

For Particulars apply to

THE MANAGER.

Hongkong, March 1, 1911. 206

VICTORIA HOUSE

10, QUEEN'S ROAD CENTRAL.

THE CHEAPEST AND THE BEST ACCOMMODATED BOARDING HOUSE

IN THE CENTRAL LOCALITY.

A. WOHLTERS,

The Manageress.

Hongkong, October 13, 1910. 1259

VICTORIA HOTEL,

LATE

NEW AMOY HOTEL,

EULANGSU.

AMOY

UNDER NEW MANAGEMENT.

Good Food, Clean Rooms, each with Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal landing place.

BAR, BILLIARDS AND BOWLING ALLEY.

Chas. A. Mutton

Proprietor.

Hongkong, January 3, 1911.

KING EDWARD HOTEL

A HIGH-CLASS HOTEL.

LADIES' AFTERNOON TEA ROOMS

PRIVATE BAR AND BILLIARD ROOMS,

Hot and Cold Water throughout.

Electrically Lighted.

Electric Elevators (if required).

Electric Passenger Elevators to each Floor.

TABLE D'HOTEL AS SEPARATE TABLES

Tele. Address: "VICTORIA," Hongkong.

For Terms, etc., apply to the

MANAGER.

Hongkong, October 2, 1908. 1302

KING'S CLERE'

PRIVATE HOTEL.

APPROACHED from Kennedy Road

Tel. No. 134, Tel. Address: "SICHLORA"

A.B.C. Soda 4th Ed.

Electric light, hot and cold water throughout.

Billiards, cards, croquet, putting green and fine stabling for horses.

Proprietress, Mrs. F. SACHSE

Hongkong, September 1, 1908. 1203

BRAESIDE

PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone, No. 590.

Apply to Mrs. F. W. WATTS,

"Braeside," 20, Macdonell Road,

Hongkong, September 2, 1908. 121

AGENTS

LONDON: F. ALGAR, 11 & 12 Clements Lane, London S.W. 1. T. B. BROWN & CO., LTD., 183 Queen's Road, Victoria St., Clarence, Soc. & Plat. 35 George Street, 1st fl., E. G. SCOTT & CO., LTD., 30 Cornwall, GORDON & GORDON, 15 St. Fleet Street, E. C. MURCHISON & CO., 280 Fleet Street, E. C. MURCHISON & CO., LTD., 12 New Bridge St., E. C. KEYMER & CO., 3 Whitefriars St., E. C. MATHER & CROWHURST, LTD., 10, 11, 12 New Bridge St., E. C.

SCOTLAND: FRED. L. SIMONS, 8 North St. David Street, Edinburgh.

PARIS: EUROPE, MATTHEW FRED. & CO., 18 Rue de la Orange, Baudier Paris.

NEW YORK: THE CHINESE EVANGELIST, 62, West 22nd Street.

SAN FRANCISCO AND AMERICAN PORTS generally: BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GOTCH, Melbourne and Sydney.

CEYLON: W. M. SMITH & CO., The APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.: KELLY & WALSH, LTD., Singapore.

PHILIPPINE ISLANDS: A. S. WATSON & CO., Manila.

CHINA: CANTON, PARLIS & CO., Amoy, THE AMOY STORE, Foochow, Bremen & CO., Shanghai, Kelly & WALSH, LTD., Yokohama, Kelly & WALSH, LTD.

THE CHINA MAIL, LTD.

5, Wyndham Street, Hongkong.

MRS. PROUDLOCK'S APPEAL

A Singapore Comment.

The *Straits Times* devoted its leading article on June 30th to the Proudlock case, writing as follows:-

It is somewhat difficult to determine exactly the position in which the sad case of Mrs. Proudlock stands to-day. From the message we received yesterday we must conclude that the letter she wrote to her solicitor was penned impulsively by herself, without advice, and indeed without warning. On first perusal of that letter we must confess that it struck us as a document which, if not drafted, had been at least advised by the solicitor, and the circumstances under which copies of it came to Singapore strengthened this impression. As, however, Mrs. Proudlock has acted entirely on her own initiative we deeply regret the decision at which she has arrived, for her own sake. She draws a sad picture of her life in the condemned cell, and in all the circumstances of the case we think some of the rigours of her confinement might have been relaxed. In justice to the authorities it should be said, however, that the watching night and day, which she finds so irksome, is probably instigated by a desire to save her from herself. The position is one of terrible trial for a sensitive, emotional woman, and an old prison visitor can recall more than one case of pitiful attempt at self-destruction under such circumstances. The reason for our regret at Mrs. Proudlock's action is that it gravely diminishes her chances of escaping wholly from the horrors of her present environment. Without questioning the quality of the verdict against her in the slightest degree, we are of opinion that there was a fair chance of a bench of Judges interpreting the strict letter of the law more broadly. They might say that at the time she fired the first shot she was acting in warrantable self-defence, and that when she fired on the man Stewart while he lay on the ground she was not responsible for her actions, being temporarily demented. If judgement came to that conclusion the verdict of guilty would be quashed, and Mrs. Proudlock would go free, without a stain upon her character. It does not seem to be an extreme view to take in all the circumstances of the case—indeed it will seem to most people the most sole and reasonable explanation of her action. Without an appeal, the record stands that she did wilfully slay a man, and through the circumstances may produce mitigation of the dreadful penalty such a record involves, it is almost too much to hope that she will receive the free pardon which would be equivalent to a favourable decision on appeal. We must assume that those who handled the poor lady's letter to the press did so with a full sense of their responsibility. If we had been in their place we should have begged her most earnestly to take the letter back, and to bravely fight out to its legal end a struggle which is not for herself only but for the right of her sex to go to any extremity in defence of that, which all pure-minded, delicately-nurtured women hold more sacred and more precious than life itself.

Even now, we hope the error of rushing the letter into print is not conclusive and that the appeal will be allowed to proceed. It is a vitally important appeal, because Mrs. Proudlock was not tried by a jury. If she had been tried by twelve men instead of three the result might have been—almost certainly would have been—different. A jury may not grasp the finer subtleties of the law, but if it is of average quality it seldom fails to take a broadly sane view of human motives and actions. The possibility that an appeal may still take place restricts our freedom of comment, though, in truth, it matters little what such comment may be when the appellate court is to be formed of judges on whose minds no lay comment on legal questions can have an influence. If such a court confirmed the previous verdict we should bow to it with unquestioning respect, and then ask simply for more in view of all the facts. For the present, however, Mrs. Proudlock's attitude should be that she does not ask for mercy but for justice. Mercy is for the sinner, not for the victim of sin, and we cannot bring our minds to look upon this woman as one who sinned when she did what she did in a frenzy of outraged modesty. Rather do we feel that she should be honoured by her own sex and respected by all men who have a spark of true chivalry in their natures. It is easy enough to chip logic over what constitutes legal and illegal killing, and to draw fine lines of distinction between one grade of responsibility and another when one has the faculties and the emotions to full command, but under stress of circumstances such distinctions become impossible. We hold quite candidly that if a man bewildered himself with liquor or became a murderous fiend in consequence of excess, he must be held answerable for the consequences of all his actions. The beginning of his crime was the degradation of his reason. But when a person is moved to blind passion by some unlooked-for and unprovoked insult or injury, it is necessary to examine all the circumstances with exceeding care, and to give whatever bias of opinion may be inevitable to the person who was wronged. The whole story of Mrs. Proudlock's case, even as expressed in the Judge's summing up, leaves us no other rational conclusion than that she was a pure woman, and that she had given no encouragement to the insulting advances of the man Stewart, who had made no assignation with him. Not one incident in her life warrants an assumption that she was of violent temper or likely to go beyond reasonable limits in any of her actions. She was a quiet woman without a blemish upon her character. His own death and the misery Mrs. Proud-

lock is suffering now are due absolutely and entirely to conduct on Stewart's part, which all civilised men, whether they live up to high moral standards or not, will consider as disgraceful.

There is no more horrible offence than that of laying violent hands on a pure woman, and there is no husband who would feel blood-guilty if he slew a man who offered such unprovoked insult to his wife. Can our reason or our instinctive sense of justice be reconciled to the idea that a woman who did nothing to provoke the outrage should be its greatest victim? The man is dead, and society is in fact impoverished by his disappearance. The woman remains harassed by dreadful fears, caged like an animal, and those who love her are in misery—and all because she did what every self-respecting woman would do if placed in similar circumstances. Surely we have need to guard against making the bad letter of the law an excuse for cruel injustice.

Press Comments.

Apparently those who counselled the withdrawal of the appeal of Mrs. Proudlock in the case of her recent conviction are relying on the specially free hand that the Sultan of Selangor-in-Council has displayed in dealing with previous convictions even after appeal, and after the Court of Appeal had confirmed the previous conviction. It should be borne in mind also that although the appeal has been formally withdrawn, that would not in the least prevent the Sultan-in-Council, if they were thought proper, to refer the records for advice, though not for judgment, to such Judicial Commissioners as might be available through the courtiers of the Chief Secretary for the Federated Malay States. It is quite possible that the Sultan-in-Council, advised or even without such advice, might on the records so review the case that the result might be even more favourable to the appeal. We have the judgment of the Appeal Court, however, on the nature of which it would be quite impossible to hazard any presumption.

There are precedents, however, in the very last "F. M. S. Government Gazette," which by themselves are worth notice, inasmuch as they refer to the revision of two cases of murder in both of which the conviction was upheld on appeal. In the first case the accused, a Chinaman named Yung Fatt, discovered a burglar in his house. He stabbed the burglar four or five times while inside the house, and when the burglar attempted to get clear he followed him up and inflicted over a score of wounds, all this being clearly a great deal more than was required to defend property and person. This man was found guilty, and was sentenced to death. He appealed, and the sentence was upheld. But when the case came before the Selangor State Council the sentence was commuted to two years' rigorous imprisonment.

We are informed that a private wife was received from Kuala Lumpur last night stating that Mrs. Proudlock will be kept in simple imprisonment until the sitting of the State Council—*Singapore Free Press*. The Singapore committee has received an acknowledgement of its petition on behalf of Mrs. Proudlock. This states that "the petition will have early consideration should the result of the appeal which has been entered in this case prove unfavourable to the applicant."—*Straits Times*.

We understand, says the *Straits Times*, that Archdeacon Izard received a telegram last evening from the relatives of Mrs. Proudlock informing him that her legal advisers had been notified that the death sentence was commuted and stands pending a meeting of the Sultan of Selangor. Mrs. Proudlock would be kept in simple imprisonment until the sitting of the Appeal Court.

A telegram received from Kuala Lumpur this morning confirms the above, adding that Mrs. Proudlock has been taken out of the condemned cell at Pudu Gaol.

SUNDAY RECREATION.

Lord Darnley on Worship and Games.

THE CHINA MAIL.

Essential Requisites during the Hot Summer Months.

WATSON'S
PRICKLY HEAT LOTION

GIVES INSTANTANEOUS RELIEF FROM THE IRRITATION, AND EFFECTS A SPEEDY CURE. It has long held the reputation of being the most efficacious remedy obtainable. Our customers include many residents throughout India, Ceylon and Straits Settlements; besides the Far East.

Price 50 Cents and \$1.00 per Bottle.

WATSON'S
PULVOSMIDROSIS

This excellent preparation keeps the feet and armpits cool and sweet in the warmest weather, and removes the malodour of perspiration. It prevents and cures sore and blistered toes.

Price 25 Cents per Tin.

A. S. Watson & Co., Ltd.,
CHEMISTS, DRUGGISTS, PERFUMERS.
ESTABLISHED A.D. 1841.

OVERSTRUNG

UPRIGHT

GRAND

BY

Hooff & Hooff

Price \$475.

A liberal Discount given for
CASH.

S. MOUTRIE & CO., LTD.
SOLE AGENTS.

Hongkong, April 16, 1907.

WM. POWELL,
LIMITED.

BABY
CARRIAGES.

ENTIRELY NEW STOCK

IN

Wicker and Coloured
Upholstery
Furnishing
Department.

ALEXANDRA BUILDINGS

VICTORIA THEATRE,
DES VUEUX ROAD CENTRAL.15 P.M. to 8.45 P.M. AND
9.15 P.M. to 11.15 P.M.THE FINEST and COOLEST
HALL in the COLONY.UNPARALLELED SUCCESSES OF
THE FAR FAMED

Australian Huxham Trio

CLEVER OPERATIC & BURLESQUE
ENTERTAINERS

THE COLLIER SISTERS

figures for entrances and clearances for the whole Colony are \$47,184 vessels of 36,034,361 tons. It is interesting to observe how the activities revealed by these returns are shared. We observe that 4,920 ships of 8,111,040 tons represent Britain's portion that is, confining ourselves to ocean-going vessels—which means an advance of 86 steamers of 370,019 tons. Bracketing all the foreign ocean-going boats together, the net outcome, against this, is a shrinkage of six vessels, but an increase of 246,061 tons. The result, we are told, is due to increases of 27, 19 and 42 ships under Japanese, Norwegian, and Chinese, respectively, which are counterbalanced by decreases of 26, 55, 14, 8 and 7 ships under German, Portuguese, Swedish, French and United States, respectively; but the tonnage has generally increased, except under Portuguese, Swedish, and United States. The loss in numbers is due chiefly to Portuguese, where a fall of 55 ships involved only 14,655 tons, while that under German, of 26 ships, was accompanied by a rise in tonnage of 54,193 tons. It will be observed, therefore, that British shipping is more than holding its own.

The above figures have to do with the general bulk of shipping trade. Coming to entrances only, it is seen that the total number for all classes of craft is 20,499 of 11,603,592 tons. These figures embrace Chinese junks numbering 10,736 with a combined tonnage of well over a million. Not counting these, Britain easily leads the way here with 5,374 vessels of over six million tons, her nearest competitor being Germany, whose 722 vessels total 1,200,000 odd tons. Japan is represented by fewer vessels—508—but this country's tonnage is 1,341,000. Restricting our attention under this heading to ocean vessels of European type of construction, the result is a total of 734 steamers for the year, of which 365 are British and 369 foreign. In 1909 the total was 704—336 British and 368 foreign. If the foreign figures for 1910 are dissected, it is discovered that next to Germany and Japan, Chinese steamers lead with 250, being closely followed by Norway, whose figure is 223. If it is desired to note to what extent the shipping trade of the Colony has expanded, this can easily be done by making a comparison between the returns for 20 years ago and those for to-day. In 1890, 2,772 British ships, of 3,507,945 net register tons, entered the port, against 10,745 ships, of 12,112,010 net register tons in 1910; an increase of 287.6 per cent in numbers and of 245.2 per cent in tonnage. These figures include ocean and river steamer and ocean-going sailing ships (not junks). In the same way, foreign shipping during the same period has increased from 1,442 ships of 1,385,788 net register tons in 1890, to 5,648 ships of 8,810,583 net register tons; an increase of 291.3 per cent in numbers, and of 535.8 per cent in tonnage. These are eloquent figures. They speak for themselves.

NEWS OF THE DAY.

The proprietor of the Central Hotel reports to the police the loss of a watch and chain and between \$200 and \$700 in money. He suspects his boy, as he disappeared the same day.

The imports of sugar into Hongkong last year showed a considerable decrease of 93,528 tons, or 27.8 per cent, as against an increase of 89,700 tons last year. This seems to be due to an overstocked market with prices ruling low.

The total number of vessels surveyed for passenger certificates and bottom inspection in Hongkong in 1910 was 188 vessels of 448,731 gross tons, 71 being surveyed at Kowloon Docks, 35 at Taku Dockyard and four at Cosmopolitan, one on Chinese owned airway, the remainder being surveyed in the harbour on bottom certificates previously granted at Hongkong or Shanghai.

AN OPEN SECRET

MANY ask the reason for the continued and increasing demand for Gambieria, a Colic, Diarrhoea and Dysentery Remedy. The secret is in the increased use of the remedy, as the demand given the drug to other countries, and especially where they were children and its rapid growth. No remedy has ever been produced in its equal for the prompt relief of pain. For sale by all Chemists and Druggists.

NEWS OF THE DAY.

To-day's quotation for Para rubber is \$1.00 per lb. per acre. Mr. Mease Vernon and Smyth, M. & Co., are the principal importers.

Three more cases of plague are reported to-day. The year's total is now 190.

It has been definitely settled that there will be an elephant procession at the Delhi Durbar.

Last year \$2,282,61 was expended by the Harbour Master on behalf of the Board of Trade in the relief of distressed seamen.

The revenue collected by the Harbour Department from the New Territories during 1910 was \$26,141.00 as compared with \$25,102.50 in 1909.

A Vienna court has sentenced a woman named Leopoldina Futschel to three months' imprisonment for abusing Empress Maria Theresa, who died in 1780.

The gross receipts of the matches against the South African playboy in the Melbourne Cricket Ground, amounted to \$2,855. The South African's share was \$1,938.

The carpet used in Westminster Abbey at the coronation ceremony was made in Glasgow. It took six months to complete and was an Axminster. It cost £3 a square yard or £2,700.

The gross Revenue collected by the Harbour Department during last year was \$49,424.84 as against \$40,864.82 collected in the previous year, showing an increase of \$8,370.02 or 7 per cent.

The two Chinese, who arrested some natives while in the act of robbing a drunken man who was asleep under a verandah at West Point, have been awarded \$10 each by the Government. Mr. F. A. Hazland specially commended these two men and said he wished there were more Chinese like them in Hongkong.

On the 31st December last year there were 291 steam-launches (including 9 motor boats) employed in Hongkong harbour. Of these 128 were licensed for conveyance of passengers, &c., 123 were privately owned, 18 were the property of the Government and 22 belonged to the Imperial Government, comprising 4 military and 18 naval.

During last year 207 permits were issued in Hongkong under the provisions of this Sunday cargo Ordinance, as compared with 262 in 1909. Of these 94 were not used as it was found unnecessary to work cargo on the Sunday and the fees in such cases were refunded. The revenue collected under this head amounted to \$30,475 as against \$23,200 in 1909.

The New South Wales Government is giving the Commonwealth notice to quit Sydney Government House, which has been the official residence of Governor and Governor-General for sixty years. It will be converted into an art museum. If the New South Wales Government persists, Lord Denman, the Governor-General Designate, will have no official residence in Sydney.

Further news regarding the murder of Mr. Ashe, the Collector of Tinnevelly, who was shot dead recently, shows that the murderer, a Brahmin, travelled in the same train with Mr. and Mrs. Ashe who were going to Kodikkanal, and, when the train stopped, Manaychi (the assassin) shot Mr. Ashe in his compartment. He then committed suicide. He was accompanied by another Brahmin who succeeded in getting away. A reward of Rs. 1,000 was offered for his apprehension.

The Duke of Connaught and Earl Roberts attended speech day at Wellington College the other day. Lord Roberts when handing a prize to a boy intending to join the Indian Army, said that if the boy would make friends with the Sepoys and learn their language, they would readily follow him. The bravest he ever saw was performed by a Punjabi Mahomedan at Lucknow who unbolted the door of a walled enclosure, though he had both hands cut off in doing so.

The scheme for the establishment of a school of tropical medicine in Calcutta, outlined by Surgeon-General Lukis last cold weather, is now being matured. It is understood that the cost of this institution will be borne jointly by the Bengal and Imperial Governments. Meanwhile the Government of Bengal has been asked to work out the details of the school and submit plans and estimates. It is hoped that the school will be started by next April when a post-graduate course will be open to medical men in India.

Considerable comment is being aroused in Manila on the ruling of the Court of Customs Appeal that direct shipment from the Philippines to the United States does not necessarily mean shipment in one vessel but rather shipment covered by a through bill of lading. Among the views published by the Manila Times is the following by Mowat Smith, Bell and Co.: "The shipment at Hongkong would undoubtedly be a benefit to Philippine shipowners, and to foreign shipowners, as urgent cargo could be shipped at any time via Hongkong with or from the Philippines. On the other hand, will damage Manila as a port of transhipment for Cebu, Ilano, and Zamboanga, as all transhipment cargo would naturally go through the five ports of Hongkong where the cargo is handled more expensively."

Mr. D. W. Tristman, Superintendent of Exports and Imports, charged Chinese before Mr. F. A. Hazland at the Supreme Court this morning, the case was mentioned in which Mela Singh sued F. M. de Souza to recover \$40. Mr. J. H. Gardner appeared for defendant and said that he had paid the interest but not the principal. The case was adjourned.

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BEST OBTAINABLE

OUR physician cannot prescribe a better remedy than Chinese Cold, Cholera, and Disease Remedy, for the cure of children and typhus, where they were children and its rapid growth. No remedy has ever been produced in its equal for the prompt relief of pain. For sale by all Chemists and Druggists.

NEWS OF THE DAY.

The Chinese Government has issued a decree to prohibit the importation of opium into the country.

Three more cases of plague are reported to-day. The year's total is now 190.

It has been definitely settled that there will be an elephant procession at the Delhi Durbar.

The report of the directors of S. Moutrie and Co., Ltd., for the year ended March 31, 1911 has now been issued to the shareholders. The working profit on the year's business amount to \$7,600.44. With regard to the stocks, the directors recommend the following depreciation:—On stocks \$16,328.83; on other items as per balance sheet and profit and loss account \$4,147.18; bad and doubtful debts \$2,433.29; and Singapore preliminary expenses \$505.66. These make a total of \$23,414.88 and when profit as above has been deducted a dr. balance is left of \$10,809.42.

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(Cyrano.)

LOD KITCHENER'S FUTURE.**A NON-COMMITTAL STATEMENT.**

(Reuter's Service to the China Mail.)

London, July 7.

In the House of Commons, Mr. J. C. Wedgwood (L. Newcastle) asked whether Lord Kitchener was to be appointed Consul-General to Egypt.

Sir Edward Grey, in reply, said:—"I take this opportunity of expressing, on behalf of the Government, our very great regret that the illness of Sir Elton Gorst precludes the possibility of his returning to Egypt and has necessitated his resignation. We are deeply sensible of the high value of the public service he has rendered and of the great loss which his retirement entails. Beyond that I can make no definite announcement at present."

MOROCCAN DEVELOPMENTS.**BRITAIN'S FIRM ATTITUDE.**

(Reuter's Service to the China Mail.)

London, July 6.

An inspired statement from Paris declares that France is desirous to enter into conversations with Germany on the Moroccan question, but they would take a more favourable turn if the German warships were recalled from Agadir.

The German press anticipates a calm and businesslike treatment of the question by Paris and London, and points out that the departure of the Kaiser for Norway shows that the situation is viewed without anxiety in Berlin.

LATER.

The *Daily Graphic* states that though there has been an Anglo-French exchange of views, nothing has been concluded.

The Foreign Office, after the Cabinet Council meeting on Tuesday, intimated to the German Ambassador that Great Britain would not contemplate, without the gravest concern, the possibility of the establishment of a German naval station in Morocco.

SPANISH ADVANCE.

London, July 7.

A message from Tangier states that the Spanish troops have advanced on Arzila and are now encamped outside the city walls.

STATEMENT BY MR ASQUITH.

LATER.

Mr. Asquith, replying in the House of Commons to Mr. Balfour, said:—"I can say little respecting the negotiations which are passing between the Powers concerning Morocco, but I wish it to be clearly understood that the Government consider that a new situation has arisen, the future developments of which may affect British interests more directly than hitherto. We are confident, however, that diplomatic discussion will find a solution, and in the part we shall take therein we shall have due regard to the protection of those interests and the fulfilment of those Treaty obligations towards France which are well-known."

PORTUGUESE AFFAIRS.**RUMLOURED MONARCHIST REVOLT.**

(Reuter's Service to the China Mail.)

London, July 6.

There were rumours of a Monarchist revolt and fighting at Lisbon yesterday. These, however, are not confirmed.

ROYAL GEOGRAPHICAL SOCIETY.**Amusing Experiences.**

Mr. James C. Mars, the American aviator, has arrived in London after completing a tour of the world. During his recent months of travel, Mr. Mars gave over one hundred exhibitions of flying, and had several narrow escapes from death at the hands of religious fanatics. "The greatest mark of favour which I received," Mr. Mars told a Press representative, "was in Korea, where the King sent me an elephant. It was an embarrassment of riches. I gave it to a girl and told her to be good to it. But the most striking honour conferred on me was the decoration of the Dada, which allows me six wives and perpetual immunity from working. It was given to me by the chief of the Moros in the Philippines, and there was nothing throughout our tour to equal the feasting of the occasion. I believe the keenest interest in the world in flying is to be found in Japan, where the Government is now actively engaged in experiments for military purposes. When we arrived we found several aeroplanes in disuse, because the officials did not understand how to manipulate them. After observing our flight, however, they set to work again, and when we left they were hard at it. We sold one aeroplane in Japan which we had reason to suppose was for the Government. During our tour we sold fifty of the Baldwin aeroplanes. Most of these were to private individuals, though I always thought the best field for the Kite of Spain."

AVIATION FEAT.**CIRCLING ROUND ST. PAUL'S.**

(Reuter's Service to the China Mail.)

London, July 6.

Lord Curzon is making an appeal for £100,000 to provide new premises for the Royal Geographical Society.

AVIATION FEAT.**CIRCLING ROUND ST. PAUL'S.**

(Reuter's Service to the China Mail.)

London, July 6.

Mr. Graham Gilcoor encircled St. Paul's in an aeroplane last evening.

BRITISH COMMERCE.**IMPERIAL COUNCIL FORMED.**

(Reuter's Service to the China Mail.)

London, July 6.

At a meeting in London of representatives of the Chambers of Commerce of the British Empire, it was resolved to form a British Imperial Council of Commerce.

A QUESTION OF TIME.

Mr Justice Gomperts, at the Supreme Court this morning, gave judgment in the case in which the Shing Yuen firm sued the Chiu Kee firm to recover \$346,50, being amount of damages sustained by plaintiffs on account of a breach of contract for the sale of 2,000 bags of flour. His Lordship said he thought defendant was watching an advantage as regards the question of time. Judgment was given for plaintiffs.

Mr F. X. D'Almada o Castro, for defendant—Will your Lordship grant a stay of execution?

His Lordship—What do you want, a stay for?

Mr D'Almada—To consider whether we will appeal.

The application was granted.

PRISONER DIES IN GAOI.

At the Magistracy this afternoon, before Mr. F. A. Hazeland, an enquiry was held into the circumstances attending the death of Wang Tsai, aged 37, who died in gaol while undergoing a sentence of imprisonment.

The following were sworn in as jurors: Messrs H. Gunther, F. Thompson, and R. E. Fielder.

E. J. Pierpoint, Chief Warden of Victoria Gaol, testified that deceased was convicted on May 29, for stealing from person, and sentenced to two months' imprisonment with hard labour and four hours' stocks.

Dr P. J. Kelly, Medical Officer at the gaol, gave evidence that deceased was admitted to hospital on the morning of the 5th inst. complaining of weakness of the legs. The afternoon of the following day symptoms of collapse set in and he died at 7.35 p.m. Witness made a post mortem examination and found the cause of death to be heart failure due to cataracts of the liver.

The jury returned a verdict of death from natural causes.

STEAM TRAWLER'S LONG VOYAGE.

The second steam trawler for the Hongkong Steam Fisheries Co., Ltd., arrived to-day, under the command of Captain Davy. It is named Nakodok and was built in Swansea which port she left on May 11. The Nakodok experienced fine weather throughout.

CANTON AND MACAO.**Anti-Portuguese Feeling.**

A good deal of anti-Portuguese feeling is still manifesting itself in Canton over Macao matters. We learn from a reliable source that the Viceroy of Canton on the 4th inst. requested the cessation of dredging operations in Macao harbour, and since then there has been a constant interchange of messages between the respective authorities.

The dredging still continues, however, for the dredger Canton River returned yesterday morning from her shelter during the threatened typhoon and work went on regularly all day. The silt is being discharged at Green Island. Mr. Allen Jones is the representative of Messrs Macdonald and Co., the contractors.

THE FIRST AVIATOR.Lord Charles Beresford made an amusing speech at the annual dinner of the Royal Geographical Society at the Hotel Cecil in proposing "The other guest." Scriptures, he said, had the honour of producing the first submarine inventor—Jonah (laugh)—and his vehicle was a whale. The whale was a mechanical submarine, and there was no difficulty in getting out of it. It had a kind of automatic arrangement called an ejection apparatus, which was quite efficient, and the process of which he dared say the President of the Royal College of Surgeons could explain. The latest development of science was that of flying. The first renowned aviator was Elijah. He was the origin of the term they had in the navy—*sky-ship*. He was trusted he had said enough to explain the extraordinary antiquity of the science of geography. (Laughter.)**MR MARS' AVIATION TOUR.****Amusing Experiences.**

Mr. James C. Mars, the American aviator, has arrived in London after completing a tour of the world. During his recent months of travel, Mr. Mars gave over one hundred exhibitions of flying, and had several narrow escapes from death at the hands of religious fanatics. "The greatest mark of favour which I received," Mr. Mars told a Press representative, "was in Korea, where the King sent me an elephant. It was an embarrassment of riches. I gave it to a girl and told her to be good to it. But the most striking honour conferred on me was the decoration of the Dada, which allows me six wives and perpetual immunity from working. It was given to me by the chief of the Moros in the Philippines, and there was nothing throughout our tour to equal the feasting of the occasion. I believe the keenest interest in the world in flying is to be found in Japan, where the Government is now actively engaged in experiments for military purposes. When we arrived we found several aeroplanes in disuse, because the officials did not understand how to manipulate them. After observing our flight, however, they set to work again, and when we left they were hard at it. We sold one aeroplane in Japan which we had reason to suppose was for the Government. During our tour we sold fifty of the Baldwin aeroplanes. Most of these were to private individuals, though I always thought the best field for the Kite of Spain."

MATERS EDUCATIONAL.

The Kuluang-Union Boys' School had its breaking up meeting last evening. This is easier than usual, but several things have conspired to necessitate an early dismissal. Not long had June been an exceptionally hot and sultry month, making work in the classes hard work on scholars and teachers alike, but the lack of rain and consequent difficulty in obtaining water has created trouble, and not a little illness among the boys. There have been several cases of measles as well as diarrhoea and dysentery. Very good work has been done during the term, nevertheless, and the teachers have worked hard and kept the boys up to the mark.

A HOME NECESSITY.

THERE is one medicine that every family should be provided with and especially during the summer months, viz., Camphorated oil, oil of Cloves, and Camphorated Balsam. It is almost certain to be needed. In most, but a trifle and never fails to give relief. Can you afford to be without it? For sale by all Chemists and Storeskeepers.

SPORTING.**Gymkhana Notes.**

Unusual interest is being taken in the third Gymkhana meeting to be held at Happy Valley to-morrow afternoon. The large number of entries constitutes a record, and gives promise of larger crowds than have usually been the case at previous meetings. The weather promises to be fine and bright and should no more rain fall, the course will be in excellent condition. Good, fast racing with close, hard-fought finishes are anticipated and give a nice cool breeze to temper the heat of the sun, the outcome should be a most enjoyable afternoon of excellent and exciting sport.

Yesterday evening a few ponies were galloped, one notably Merry Scott and Brushwood Boy, being somewhat handicapped by heavy showers of rain. It might reasonably be supposed that the times done will have been better had there been no shower.

The times clocked were:

Mornmouth (Mr Hickman) once round 1.50, last half 35. 1.10.

Merry Scott (Mr Master) one mile 37. 1.10, 1.45. 2. 2.17. 2.

Trevint (three-quarters) 30.3, 1.16. 4, 1.30.

Brushwood Boy (Mr Monk) one mile, 34.2, 1.09, 1.43. 3, 2.17. 3.

Kerry (Mr Hickman) one mile 42.3, 1.18. 3, 1.53. 4, 2.26. 4.

Duel (Boy) three-quarters, 36.2, 1.11. 3, 1.44. 4.

He would be a bold, brave man who would attempt to predict the winners of each race to-morrow from so much which of equal form and training. So I shall merely give the probable starters with their own choice and claim their own favours. For the first, most, the Gymkhana stables, there will probably be a field of eight follows:

Lachine (Geg), Dorando II (Seth), Early Bird (aster), Brushwood Boy (Monk), Highland King (Geg), Odcombe (Brutus), Dylan (David) and Ben He (Wychcombe).

For the Ladies, now, the first, most, the

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In the 'B' Class—Handicap all the ponies, excepting Kongsi and James, are likely to come out. The probable riders will be Tickey (Jervois) Trevint (Master), Trevis (David), Greyback (Anger), Matchless (Caprice) Bantam (Bishop), Mustard (Wychcombe) Seaweed (Humphreys) and Almond (Wychcombe).

In the 'A' Class—there will probably be a field of eight—Dorando II (Seth), Early Bird (aster), Brushwood Boy (Monk), Highland King (Geg), Odcombe (Brutus), Dylan (David) and Ben He (Wychcombe).

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In the 'B' Class—Handicap all the ponies, except

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

STEAMERS	TO SAIL	REMARKS
London, via USUAL PORTS (DELTA)	NOV. 8th	See Special Advertisement
of Call (Capt. E. P. MARTIN, R.N.R.)	July	Freight and
SHANGHAI, MOJI, KOBE (MORE)	About 12th July	Freight and
AND YOKOHAMA	12th July	Passage
LONDON & ANTWERP (NUBIA)	About 13th July	Freight and
in S'Pore, PANG, C'BOO (Capt. F. J. FOX)	13th July	Passage
PORT SAID & MARSAILLES (DELHI)	About 14th July	Freight and
SHANGHAI	14th July	Passage
SHANGHAI MOJI, KOBE & SOCOOTRA (Capt. F. E. ANDREWS, R.N.R.)	About 27th July	Freight only
YOKOHAMA	27th July	Passage

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hong Kong, Shantung, Nagasaki (through the Inland Sea of Japan) Kolo, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

I proposed savings from Hongkong and Quebec.

(Subject to alteration).

Concurrent with Royal Mail Atlantic Steamers.

From Hongkong:

EMPEROR OF JAPAN, FRIDAY, 18th AUG.

EMPEROR OF CHINA, FRIDAY, 25th AUG.

EMPEROR OF INDIA, FRIDAY, 29th AUG.

MONTEAGLE, SATURDAY, 2nd SEPT.

EMPEROR OF JAPAN, FRIDAY, 15th SEPT.

EMPEROR OF CHINA, SATURDAY, 23rd SEPT.

EMPEROR OF INDIA, FRIDAY, 20th OCT.

MONTEAGLE, SATURDAY, 14th OCT.

EMPEROR OF JAPAN, FRIDAY, 4th NOV.

EMPEROR OF CHINA, SATURDAY, 11th NOV.

EMPEROR OF INDIA, SATURDAY, 18th NOV.

MONTEAGLE, SATURDAY, 25th NOV.

EMPEROR OF JAPAN, SATURDAY, 2nd DEC.

EMPEROR OF CHINA, SATURDAY, 9th DEC.

EMPEROR OF INDIA, SATURDAY, 16th DEC.

MONTEAGLE, SATURDAY, 23rd DEC.

EMPEROR OF JAPAN, SATURDAY, 30th DEC.

EMPEROR OF CHINA, SATURDAY, 6th JAN.

EMPEROR OF INDIA, SATURDAY, 13th JAN.

MONTEAGLE, SATURDAY, 20th JAN.

EMPEROR OF JAPAN, SATURDAY, 27th JAN.

EMPEROR OF CHINA, SATURDAY, 3rd FEB.

EMPEROR OF INDIA, SATURDAY, 10th FEB.

MONTEAGLE, SATURDAY, 17th FEB.

EMPEROR OF JAPAN, SATURDAY, 24th FEB.

EMPEROR OF CHINA, SATURDAY, 3rd MARCH.

EMPEROR OF INDIA, SATURDAY, 10th MARCH.

MONTEAGLE, SATURDAY, 17th MARCH.

EMPEROR OF JAPAN, SATURDAY, 24th MARCH.

EMPEROR OF CHINA, SATURDAY, 31st MARCH.

EMPEROR OF INDIA, SATURDAY, 7th APRIL.

MONTEAGLE, SATURDAY, 14th APRIL.

EMPEROR OF JAPAN, SATURDAY, 21st APRIL.

EMPEROR OF CHINA, SATURDAY, 28th APRIL.

EMPEROR OF INDIA, SATURDAY, 5th MAY.

MONTEAGLE, SATURDAY, 12th MAY.

EMPEROR OF JAPAN, SATURDAY, 19th MAY.

EMPEROR OF CHINA, SATURDAY, 26th MAY.

EMPEROR OF INDIA, SATURDAY, 2nd JUNE.

MONTEAGLE, SATURDAY, 9th JUNE.

EMPEROR OF JAPAN, SATURDAY, 16th JUNE.

EMPEROR OF CHINA, SATURDAY, 23rd JUNE.

EMPEROR OF INDIA, SATURDAY, 30th JUNE.

MONTEAGLE, SATURDAY, 7th JULY.

EMPEROR OF JAPAN, SATURDAY, 14th JULY.

EMPEROR OF CHINA, SATURDAY, 21st JULY.

EMPEROR OF INDIA, SATURDAY, 28th JULY.

MONTEAGLE, SATURDAY, 4th AUGUST.

EMPEROR OF JAPAN, SATURDAY, 11th AUGUST.

EMPEROR OF CHINA, SATURDAY, 18th AUGUST.

EMPEROR OF INDIA, SATURDAY, 25th AUGUST.

MONTEAGLE, SATURDAY, 1st SEPTEMBER.

EMPEROR OF JAPAN, SATURDAY, 8th SEPTEMBER.

EMPEROR OF CHINA, SATURDAY, 15th SEPTEMBER.

EMPEROR OF INDIA, SATURDAY, 22nd SEPTEMBER.

MONTEAGLE, SATURDAY, 29th SEPTEMBER.

EMPEROR OF JAPAN, SATURDAY, 6th OCTOBER.

EMPEROR OF CHINA, SATURDAY, 13th OCTOBER.

EMPEROR OF INDIA, SATURDAY, 20th OCTOBER.

MONTEAGLE, SATURDAY, 27th OCTOBER.

EMPEROR OF JAPAN, SATURDAY, 3rd NOVEMBER.

EMPEROR OF CHINA, SATURDAY, 10th NOVEMBER.

EMPEROR OF INDIA, SATURDAY, 17th NOVEMBER.

MONTEAGLE, SATURDAY, 24th NOVEMBER.

EMPEROR OF JAPAN, SATURDAY, 1st DECEMBER.

EMPEROR OF CHINA, SATURDAY, 8th DECEMBER.

EMPEROR OF INDIA, SATURDAY, 15th DECEMBER.

MONTEAGLE, SATURDAY, 22nd DECEMBER.

EMPEROR OF JAPAN, SATURDAY, 29th DECEMBER.

EMPEROR OF CHINA, SATURDAY, 5th JANUARY.

EMPEROR OF INDIA, SATURDAY, 12th JANUARY.

MONTEAGLE, SATURDAY, 19th JANUARY.

EMPEROR OF JAPAN, SATURDAY, 26th JANUARY.

EMPEROR OF CHINA, SATURDAY, 2nd FEBRUARY.

EMPEROR OF INDIA, SATURDAY, 9th FEBRUARY.

MONTEAGLE, SATURDAY, 16th FEBRUARY.

EMPEROR OF JAPAN, SATURDAY, 23rd FEBRUARY.

EMPEROR OF CHINA, SATURDAY, 6th MARCH.

EMPEROR OF INDIA, SATURDAY, 13th MARCH.

MONTEAGLE, SATURDAY, 20th MARCH.

EMPEROR OF JAPAN, SATURDAY, 27th MARCH.

EMPEROR OF CHINA, SATURDAY, 3rd APRIL.

EMPEROR OF INDIA, SATURDAY, 10th APRIL.

MONTEAGLE, SATURDAY, 17th APRIL.

EMPEROR OF JAPAN, SATURDAY, 24th APRIL.

EMPEROR OF CHINA, SATURDAY, 1st MAY.

EMPEROR OF INDIA, SATURDAY, 8th MAY.

MONTEAGLE, SATURDAY, 15th MAY.

EMPEROR OF JAPAN, SATURDAY, 22nd MAY.

EMPEROR OF CHINA, SATURDAY, 5th JUNE.

EMPEROR OF INDIA, SATURDAY, 12th JUNE.

MONTEAGLE, SATURDAY, 19th JUNE.

EMPEROR OF JAPAN, SATURDAY, 26th JUNE.

EMPEROR OF CHINA, SATURDAY, 3rd JULY.

EMPEROR OF INDIA, SATURDAY, 10th JULY.

MONTEAGLE, SATURDAY, 17th JULY.

EMPEROR OF JAPAN, SATURDAY, 24th JULY.

EMPEROR OF CHINA, SATURDAY, 1st AUGUST.

EMPEROR OF INDIA, SATURDAY, 8th AUGUST.

MONTEAGLE, SATURDAY, 15th AUGUST.

EMPEROR OF JAPAN, SATURDAY, 22nd AUGUST.

EMPEROR OF CHINA, SATURDAY, 5th SEPTEMBER.

EMPEROR OF INDIA, SATURDAY, 12th SEPTEMBER.

MONTEAGLE, SATURDAY, 19th SEPTEMBER.

EMPEROR OF JAPAN, SATURDAY, 26th SEPTEMBER.

EMPEROR OF CHINA, SATURDAY, 3rd OCTOBER.

EMPEROR OF INDIA, SATURDAY, 10th OCTOBER.

MONTEAGLE, SATURDAY, 17th OCTOBER.

EMPEROR OF JAPAN, SATURDAY, 24th OCTOBER.

EMPEROR OF CHINA, SATURDAY, 1st NOVEMBER.

EMPEROR OF INDIA, SATURDAY, 8th NOVEMBER.

MONTEAGLE, SATURDAY, 15th NOVEMBER.

EMPEROR OF JAPAN, SATURDAY, 22nd NOVEMBER.

EMPEROR OF CHINA, SATURDAY, 5th DECEMBER.

EMPEROR OF INDIA, SATURDAY, 12th DECEMBER.

MONTEAGLE, SATURDAY, 19th DECEMBER.

EMPEROR OF JAPAN, SATURDAY, 26th DECEMBER.

EMPEROR OF CHINA, SATURDAY, 2nd JANUARY.

EMPEROR OF INDIA, SATURDAY, 9th JANUARY.

MONTEAGLE, SATURDAY, 16th JANUARY.

EMPEROR OF JAPAN, SATURDAY, 23rd JANUARY.

EMPEROR OF CHINA, SATURDAY, 6th FEBRUARY.

EMPEROR OF INDIA, SATURDAY, 13th FEBRUARY.

MONTEAGLE, SATURDAY, 20th FEBRUARY.

EMPEROR OF JAPAN, SATURDAY, 27th FEBRUARY.

EMPEROR OF CHINA, SATURDAY, 13th MARCH.

EMPEROR OF INDIA, SATURDAY, 20th MARCH.

MONTEAGLE, SATURDAY, 27th MARCH.

EMPEROR OF JAPAN, SATURDAY, 3rd APRIL.

EMPEROR OF CHINA, SATURDAY, 10th APRIL.

EMPEROR OF INDIA, SATURDAY, 17th APRIL.

MONTEAGLE, SATURDAY, 24th APRIL.

EMPEROR OF JAPAN, SATURDAY, 1st MAY.

FRIDAY, JULY 7, 1911.

THE CHINA MAIL.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkong	Connection Steamers from COLOMBO to MARSEILLES and LONDON	Due (Brindisi 2 days earlier)	Due (London 1 day later)
Steamer TONNE	1 p.m. Saturday	TONNE	Sunday	Saturday
DESSA.....	8000 July 8	Marmora.....16000	Aug. 6	Aug. 12
DESSA.....	7500 July 12	India.....8000	Aug. 20	Aug. 26
ASSATE.....	8000 Aug. 5	Moldavia.....10000	Sept. 4	Sept. 9
DELTA.....	8000 Aug. 19	Morea.....11000	Sept. 17	Sept. 22
DEVANHA.....	8000 Sept. 2	Mongolia.....10000	Sept. 20	Oct. 6
ARCADIA.....	7000 Sept. 18	Mooltan.....10000	Oct. 14	Oct. 20
DELTA.....	8000 Oct. 28	Malwa.....11000	Oct. 28	Nov. 3
ASSATE.....	7500 Oct. 14	China.....8000	Nov. 11	Nov. 17
DELTA.....	8000 Oct. 28	Macedonia.....10000	Nov. 25	Dec. 1

Passengers change steamers at COLOMBO, and thence for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax).

1st Saloon..... £27.10 Single. £100.14 Return

2nd "..... £24.8 " £72.12 "

(In addition to the above Mail Steamers the following:-)

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due LONDON
TONNAGE	about 1911	about 1911
NUBIA.....	5900 July 12	August 27
SYLVA.....	5900 July 23	September 10
SYRIA.....	6900 August 9	September 24
NORE.....	6700 August 23	October 8
SARDINIA.....	6500 September 20	November 5

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and MARSEILLES.

FARES TO LONDON (including Surtax).

1st Saloon..... £25.00 Single. £82.10 Return

2nd "..... £23.10 " £67.4 "

For further particulars Apply to

E. A. HEWETT,
Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

STEAMERS CAPTAIN To SAIL
SHANGHAI, KOBE AND YOKOHAMA. RISTORCHI July 17, p.m.
MARSEILLES, Via PORTS DUMBEA. COHEN July 18, at 1 p.m.
TRANSHIPMENT on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, a PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10, 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrtsgesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING CARGO at through Rates to all European, North Continental and British Ports, also Trieste, LEBON, Oporto, MARES, GENO, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward

Homeward

For Shanghai, Kobe & Yokohama
S.S. SILESIA.....16th July.
S.S. AMBRIA.....26th July.
S.S. ALESIA.....9th Aug.
S.S. FREIFENFELS.....26th Aug.
S.S. SUEVIA.....6th Sept.
S.S. SACHSEN.....20th Sept.
S.S. BAYERN.....6th Oct.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP Co.

Steamship Tons Captain For Sailing Date.
MUBI.....1000 S. Crosby Manila Monday, July 10, at 4 p.m.
ZAVIRO.....4,000 M. C. Smith Cebu & Iloilo Tuesday, July 20 at 4 p.m.

For Freight or Passage apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	TONS	CAPTAIN	ON OR ABOUT
OSTERIC	11,000	JAS. FOWLER	27th July.
SUVERIC	11,000	F. COWLEY	28th August.
KUMERIC	11,000	G. MCGLL	26th September.

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Convenient Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

King's Building, Praya Central.

TELEPHONE NO. 730.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

NEXT SAILING.

From HONGKONG.

From COLOMBO.

22nd July connecting with s.s. Katanga...12th August.

For Rates and further information, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, April 1, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Abertare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

THE BANK LINE, LIMITED.

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at SAN FRANCISCO to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer Tons Captain Date of Sailing.

* AMERICA MARU.....11,000 A. G. STEVEN Friday, July 21, Noon.

* TENYO MARU.....21,000 E. BENT Friday, July 28, Noon.

* NIPPON MARU.....11,000 H. S. SMITH Friday, Aug. 18, Noon.

* CHIYO MARU.....21,000 W. W. GREENE Friday, Sept. 15, Noon.

* Triple Screw, turbine engines. Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Twin Screw Steamer AMERICA MARU will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 21st July, at Noon.

SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO, Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer Tons Captain Date of Sailing.

KIYO MARU.....17,200 H. NISHI Tuesday, Aug. 15, Noon.

BUYO MARU.....10,500 K. HAMAMOTO Saturday, Oct. 14, Noon.

HONGKONG MARU.....11,000 H. HIROKAWA Wednesday, Dec. 13, Noon.

The Steamer KIYO MARU will be despatched for VALPARAISO and CORONEL, VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE on TUESDAY, the 10th August, at Noon.

FARES FROM HONGKONG

To SAN FRANCISCO.....245-0-0, Single.

" NEW YORK.....290-0-0, "

" LONDON.....2120-0-0, Return 6 months.

" " 2125-0-0, " 24

" SALINA CRUZ or MANZANILLO.....Ten £20.00, Single.

" VALPARAISO.....Ten £70.00.

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points - Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points - Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at port of call.

To all Points - Missionaries and their families.

(The Japanese steamers are most up-to-date and luxurious in every way.

Ex-Emigrant Steamers and Accommodation.

The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Records speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars as to Passage and Freight apply to

K. MATSDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

10 cents

TELEGRAPHIC NEWS FROM THE PHILIPPINES

NORTH CHINA

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

4 per Number delivered to Hongkong, \$12.00 to all Coast Ports.

6, WHITING STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.

Hongkong, July 5, 1911.

